



DNR

Improvement of Coastal Fisheries Reporting

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The SCDNR serves as the principal advocate for and steward of South Carolina's natural resources. The responsibility of directing the focus of that mission specifically towards the state's marine ecosystem lies with the Marine Resources Division (MRD). Sound resource management plays a major role in responsible stewardship, and a comprehensive and intimate understanding of those resources is essential for maintaining a balance between protection and user fulfillment. Long term statistical data is one tool the Marine Division utilizes as a means with which to identify the impact different user groups may have on the resource. This information provides the basis for agency recommendations and potential solutions that will ensure resource sustainability. Fishermen, both commercial and recreational, have a significant impact on fisheries resources.

Fisheries managers rely heavily on data provided by each group in assessing the health of fishery stocks, and as a result, management decisions are often based on those assessments. In South Carolina these user groups, specifically commercial fishermen and for-hire recreational fishermen (charterboat operators), are mandated by law (See Appendix 2) to provide data to the Department regarding their fishing and/or related activities on a monthly basis. The information these groups provide, regardless of quality, is termed "best available data" and is then used by fisheries managers. The best available data principle sometimes creates conflicts between those supplying the data and those analyzing the data.

When fishermen don't provide good data, then the resource is managed on the data available, which may be incomplete. This may result in management that is overly restrictive or can result in resource exploitation. On a much broader scale, incomplete data at the state level, which is then incorporated into data sets for the entire southeast region (NC, SC, GA, and FL), may have a significantly greater impact. Ensuring that data is complete and accurate is of critical importance, and ultimately is in the best long-term interest of the fishermen as well as resource managers.

Embedded within the Marine Resources Division is the Fisheries Statistics Section (FSS) which serves as the primary vehicle for collecting and maintaining commercial and recreational fishery data on South Carolina marine fisheries. The state mandate for reporting fisheries data has been in effect since the early nineties, but it wasn't until 2003, with the state's involvement in the Atlantic Coastal Cooperative Statistics Program (ACCSP) (See Appendix 3), that the SCDNR began requiring that this data be reported at the trip level, and included details on catch and effort. Commercial fisheries data, as it was initially reported, was done so in monthly summaries by wholesale seafood dealers and was primarily aimed at documenting the amount and value of seafood stocks harvested in South Carolina. Unlike the for-hire sector, where trip level reporting was the standard format from the beginning, the commercial sector now had to adjust to a new way of reporting, one that required specific information from both the fishermen and dealer.

The overall reasoning behind this change went back to the need for having the best (and most complete) data available with which to base fisheries management decisions. The FSS carries the burden of ensuring that data, prior to it being utilized for stock assessments, is in fact "the best available". For the FSS to achieve this, the best approach is to start at the source, with those providing the information. These user groups must understand the reason for reporting data and its importance to their own interests, otherwise the information they provide will be of little value. Since trip level reporting was implemented for both the for-hire and commercial fishery sectors, there has been no attempt to identify issues or evaluate the effectiveness of data reporting through trip tickets at the fishermen or dealer level. Such information is necessary if this mechanism for data collection is to evolve into a useful tool for both fishermen and managers.

Approximately three thousand trip tickets are submitted to the Fisheries Statistics Office each month from both licensed charterboat operators and wholesale seafood dealers. During the 2007 fiscal year there were 446 charterboat operators and 242 wholesale seafood dealers licensed in South Carolina.

To ensure that data is submitted to the Department in a timely manner a compliance system is in place which establishes a specific reporting deadline date of the 10th of each month for activity occurring the month prior. Because these reporting requirements are supported by specific legal statutes in the SC Code of Laws, there are ramifications for non-compliance. Shortly after the 10th a list is generated identifying those individuals who have not yet sent in reports. Delinquent letters (See Appendix 4) are then mailed out as a courtesy to these individuals, notifying them that they are in non-compliance and giving them an additional five business days with which to submit. Once this deadline has passed, an affidavit list is compiled which identifies those persons and/or firms as having failed to remit reports. This list is then turned over to the SCDNR Law Enforcement Division for appropriate action. This process attempts to attach a level of importance to the trip tickets, a sentiment which is recognized, but not necessarily shared, by license holders.

Unlike the trip ticket system used by wholesale dealers, the system used by charterboat operators is relatively straightforward. A charterboat operator simply completes a single ticket for each trip where they are carrying passengers for a fee. In contrast, the trip reporting requirement for commercial transactions is placed on the wholesale seafood dealer. Dealers can, and often are, engaged in multiple commercial fisheries which can include shrimp, crabs, shellfish (clams, mussels and oysters), inshore finfish and or offshore finfish. Since these fisheries are each unique in terms of catch composition and harvesting methods, a specific trip ticket was designed for each fishery. Similar to the charterboat tickets, each commercial ticket constitutes a single trip, or in the case of crab harvesting, dealers are given the option of using either a single day reporting ticket or multi-day ticket. The result is a system that utilizes seven different ticket types depending on the fishery. The sale of seafood product that is harvested by an individual requires a SC commercial saltwater license, and individuals holding this license are only permitted to sell to a wholesale dealer. Furthermore, additional federal licensing and reporting requirements are placed on dealers and commercial fishermen that harvest, purchase or sell seafood product caught in federal waters (territorial sea beyond 3 miles). For example, an individual who

commercially fishes for and sells shark must sell to a dealer that has a federal license to purchase shark. The actual trip ticket used by each sector documents' the same general information. Specifically, tickets are broken down into sections starting with personal, business and vessel identifiers. Another section documents' effort by identifying number of crew or persons on-board, trip duration, fishing location, gear used and gear specifics like soak time, size and quantity. The last section documents' information about what was actually caught or harvested and includes specific species, amount caught, disposition of catch, and in the case of commercial tickets, the ex-vessel value of the product harvested.

The combination of data from the catch and effort sections is used in calculating CPUE (Catch per Unit Effort), a good indicator of the abundance of a species. On charterboat trip tickets all information is considered mandatory, while mandatory information on commercial tickets is designated by shaded areas (See Appendix 5 for examples of trip tickets). Once the FSS receives trip tickets the data is entered into an MS Access® database, which in addition to numerous electronic error traps, does not allow entry of blank fields where they are required, so the ticket must be complete before data entry can occur. Tickets that are submitted incomplete require follow up with the fishermen or dealer, an exercise which can take a considerable amount of staff time and delays data entry. In an effort to facilitate the data entry process, section staff with subject matter expertise will often provide an educated guess in cases where effort or location information is incomplete.

In order to quantify the actual percentage of tickets submitted each month with incomplete data, a (one month) sample of trip tickets would need to be tracked in order to establish a baseline; however, it can be estimated with some confidence that the number of incomplete tickets submitted monthly is between twenty and thirty percent. This deficiency needs to be reduced in order to utilize personnel assets more efficiently. Data that is reported inaccurately by fishermen, for whatever reason, needs to be addressed to ensure we are getting an accurate picture of the impact these user groups are having on the resource. Comments and feedback from the source are necessary for addressing such issues.

Data was collected through a survey instrument (See Appendix 1) that was administered either in-person or over the phone. Using this type of person to person interaction was the preferred method primarily for two reasons. Given the short time-frame for gathering data it proved more effective than a mail out, and the outreach component involved with simply doing the survey as an interview was immediately beneficial to the section. The downside was that interviews averaged 15 minutes, with several going as long as 45 minutes. Telephone interviews were the primary medium for conducting the survey. By working down each list, in an alternating fashion (attempt to contact charter boat operator then a wholesale dealer) calls were made systematically.

Thirty-five (35) questions were developed in an attempt to identify potential reasons why trip tickets may be submitted late, incomplete, or with inaccurate information. To identify potential responses, and provide respondents with a number of choices from which to select, an affinity diagram was formulated based on past experience from staff/industry interactions. Several questions attempted to identify the level of customer service provided by the Fisheries Statistics Section. The sampling universe was designed to focus on those individuals who, for one reason or another, were non-compliant with the reporting requirements. The list of 242 licensed wholesale dealers was narrowed down to 132 dealers who were delinquent at least one time during the year. This list was randomized and the goal was to survey 25% (33) of that group. The other list included the 446 licensed charter boat operators and was narrowed down to 199 of the most frequently delinquent and 25% (50) of that group were to be surveyed. This goal proved to be overly ambitious given the time frame for data collection, however, fifty one (51) interviews were conducted that supplied information suitable for preliminary analysis. The survey methodology also proved to be a starting point for establishing a standard procedure for conducting similar surveys in the future.

Given the relatively small sample size, data analysis was sufficiently achieved using MS Excel®. A statistical software package would be necessary (and more efficient) for analyzing a larger sample size obtained from a more robust data collection effort.

Overall, 26 (6%) charterboat operators and 25 (10%) wholesale seafood dealers were interviewed. In order to identify the level of experience each group had with the trip ticket system, respondents were asked the number of years they had been in business and how many months out of the year they were active. The mean for charterboat operators was 6.9 years and 9.7 months respectively, and for wholesale dealers was 7.7 years and 10.7 months. Most (86%) individuals surveyed were aware of the legal statute that requires reporting of pertinent fisheries data. Based on this, both groups have had a significant amount of exposure to mandatory reporting requirements. A lack of experience with the trip ticket system does not appear to be a major factor in reporting deficiencies.

WHOLESALE SEAFOOD DEALERS

Since the reporting system is more complex for wholesale dealers, there were ten questions that dealt specifically with that user group. Several of these questions attempted to identify the degree to which dealers may become overwhelmed and confused by the myriad of reporting outlets if they were involved in multiple state and/or federal fisheries. The more fisheries a dealer is engaged in, the more paperwork is required, and it is reasonable to believe there is a greater likelihood of mistakes and or incomplete information. The FSS does provide dealers (when they are first licensed) with a detailed instruction manual with examples of how to complete trip tickets. Sixty-eight percent of wholesale dealers interviewed were engaged in multiple fisheries and of the total number interviewed, nine dealers actively dealt with offshore finfish, which requires additional federal reporting. A dealer who purchases shark from a licensed commercial fisherman must submit the required state trip ticket in addition to the same information (on a different form) to the appropriate federal agency. This system is set up as a quality control measure to compare landings information reported at the state level to that reported

through the federal system. What appears as a duplication of effort to wholesale dealers causes feelings of frustration or discontent in what is viewed as typical “government bureaucracy” and may ultimately affect the quality of information being reported. Reducing the reporting burden on dealers engaged in federally managed fisheries would require a significant degree of collaboration and cooperation at both levels and SCDNR needs to continue to work with federal agencies to streamline the reporting process. Fortunately, most of the state’s federally permitted dealers are visited on a regular basis by port agents conducting biological sampling at the docks and fish houses, and trip ticket outreach is incorporated into this job function. Furthermore, dockside sampling is an effective quality control measure when evaluating landings data that is eventually reported by the dealer.

It is the responsibility of the wholesale dealer to ensure all required items (shaded in gray) are completed on each ticket. This requires that information also be provided by the fishermen selling the catch. The majority (89%) of trip tickets are filled out by either the owner or an employee of the wholesale operation and in other cases; the fisherman completes the entire trip ticket. Most wholesale dealers (68%) indicated that they understood the meaning of the shaded areas. The term “pack out” refers to the point at which a fisherman transfers their catch to the wholesale dealer where it is then graded by size, weighed, and priced. Because this process is a typical practice for wholesale dealers when they purchase seafood, there are numerous opportunities for data elements to be recorded incorrectly or left blank. Commercial trip tickets were designed with input from both dealers and fisherman. One preference was to have the trip ticket function as an invoice where one copy would be sent to SCDNR, the dealer would retain a copy, and the fishermen would have a copy for their records. If dealers were using the trip ticket as a “pack out” invoice it would prevent errors created from the transfer of information between forms. Several questions attempted to determine points where this breakdown in information may occur.

Q6. Do you use the ticket as a “pack out” invoice (Wholesale) or as personal trip log (Charter)?

Q7. (WHOLESALE DEALER) If you answered “no” to question 6, do you transfer the information from your pack out sheet to trip ticket?

Sixty-five percent of the wholesale dealers interviewed indicated they did not use the trip ticket as a pack out invoice and transferred catch data from their business invoice to the trip ticket, which essentially entails having to record information twice. Although it is inferred that data could be transcribed incorrectly, encouraging the use of the trip tickets as invoices could alleviate potential problems. The strategy behind reasoning with dealers to accept this process could be based on the cost savings that would be realized from not having to purchase their own invoice forms.

Questions 19-23 focused on determining if and where there was a breakdown in information between the fisherman and the dealer. The most accurate source of effort information comes directly from the fisherman. Data becomes suspect when the dealer records information without the input from the fisherman. Dealers have been instructed that if they do not ask the fisherman for the required information they (the dealer) will be cited for failure to submit accurate reports. However, if the fisherman refuses to give information, and it can be determined that the dealer is asking (as evidence by completed tickets from other fisherman where business transactions have taken place), the fisherman will be cited. All (100%) of the wholesale dealers interviewed indicated that they were aware of the regulatory statutes permitting them from only purchasing seafood from individuals who were in possession of a SC commercial saltwater license. However, thirty percent of those dealers never ask the fisherman for this documentation to ensure the transaction is legal. A possible reason for the reluctance (by the fisherman) to provide the information could be attributed to the fact the fisherman is not licensed to sell. Over half of dealers indicated that the fisherman does not always (Sometimes, 47%, and Never, 10%) provide the required effort information, in which case the data elements are either left blank (21%), filled in by the dealer (47%), or filled in by a third party employee (32%). Regardless, information that is recorded by someone other than the fisherman may not be as accurate. In order to determine contributing factors in cases where fishermen were not always the source, a question was asked to document potential reasons.



In those instances where respondents answered “Other”, reasons included, wholesale dealer was too busy or both parties simply forgot. It’s apparent that in many cases the individual (on offshore boats, usually the captain) that would be able to provide specifics related to effort becomes unavailable, or the catch is simply dropped at the fish house and the fisherman goes back to fishing. It may be beneficial to have a card that can be completed by the fisherman documenting effort information in cases where they are unavailable when the catch is packed out by the dealer. Because the burden of submitting reports is on the dealer, the dealer could refuse payment (for the catch) until this information has been provided by the fisherman. A drop box could be placed outside the fish house or office to simplify the process for the fisherman. If the dealer has submitted reports where the required fisherman information has been left blank, outreach should then be directed more towards the fisherman than the dealer.

CHARTERBOAT OPERATORS

Twenty-six (26) charterboat operators were surveyed, and based on the responses to various questions it was considerably easier to see patterns relevant to reporting deficiencies. Most notably was the period of time between which a for-hire trip was made and the trip ticket was completed. When asked when they typically completed a ticket, the majority (94%) indicated that they completed all their trip

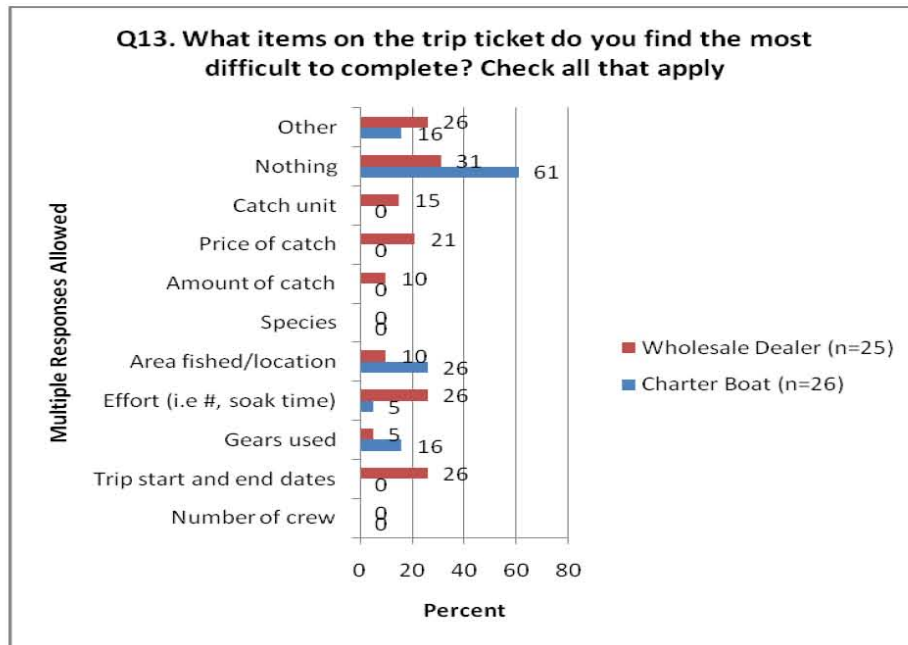
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tickets at the end of the month or shortly before the “10th” deadline. Essentially the operator is attempting to recall multiple trips that occurred earlier in the month which may be a contributing factor to the accuracy of what is being reported. Only two charterboat operators indicated they kept a personal catch log of every trip and referred back when transferring the information to the trip ticket. Most (96%) of the charterboat operators surveyed indicated they had been contacted at least once through the NMFS For-Hire Telephone Survey (FHTS) and provide essentially the same information that is being reported on the charterboat trip ticket.

It should be noted that question 35 relating to this issue was added after the first seven charterboat operators surveyed commented on their participation in the FHTS. Since the FHTS is conducted on a weekly basis the time frame with which a respondent is being asked to recall information is much shorter (a few days) as opposed to a month or more when reporting through state trip tickets. It is reasonable to infer that information through the telephone survey may be more precise. A comparison of data from the for hire survey and state charter trip tickets should be done in order to determine if the FHTS provides reasonable estimates of for-hire catches, if so, tickets may no longer be necessary; however, complete/accurate charter trip tickets may still be useful to provide independent data, or may be integrated with the FHTS in a dual-frame methodology for estimates of effort for this sector.

Since charterboat operators are generally not operating from large facilities in the same fashion as wholesale dealers, person to person outreach is more difficult. In this regard the for-hire sector would benefit the most from summary reports that were mailed out on a semi-annual basis. The FSS does provide summary reports for individual operators or businesses upon request. However, of the individuals surveyed, none had ever made a request for their personal data nor were they aware they could retrieve this information. Outreach, both in writing and conveyed verbally is necessary to make license holders aware of this service.

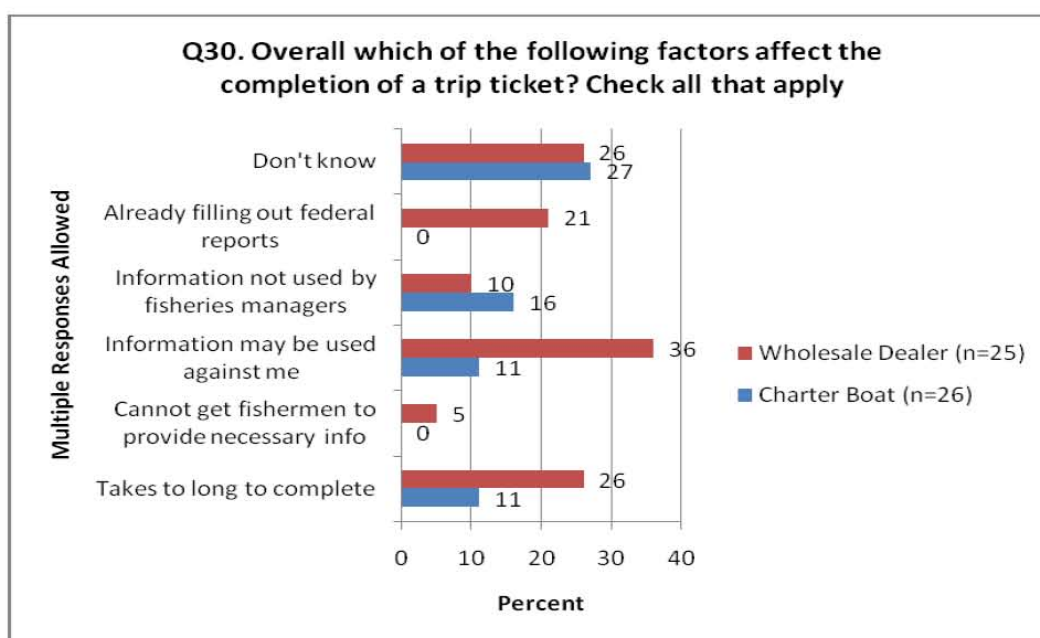
Among both charterboat operators and wholesale dealers, most respondents (85%) either strongly agreed or somewhat agreed that the overall design of the trip tickets is relatively easy to understand to the point that learning how to complete the ticket was self explanatory (24%), or the written instructions (included with the ticket book) provided adequate clarification (56%). Completing the tickets did not appear to be overly time consuming as most respondents (81%) spent less than fifteen minutes to complete one trip ticket and less than ten hours each month for cumulative activity. In instances where individuals needed clarification about specific data elements, there were enough suitable outlets for obtaining the answer that it was essentially a non-issue. Sixty-seven percent indicated they called the FSS office for clarification and most rated the Section's level of customer service as either good (45%) or excellent (24%). According to responses, most trip tickets are either faxed (43%) or mailed (43%) to the FSS office, and in evaluating the possibility of problems with the postal service or fax machine, only 18% of individuals indicated this as one possible reason why their tickets were delinquent. As expected, the most likely reason for tickets being delinquent was simple forgetfulness, a condition which seemed to dissolve after receiving the delinquent letter. There were suggested modifications to the trip tickets from both sectors including, adding additional species, developing a multi-day shrimp ticket, and decreasing the size of the ticket book. Some of these suggestions can be incorporated into the next printing. Twenty six percent of wholesale dealers indicated they had difficulty with trip dates, specifically the start date. The un-load (or end) date was easy for the dealer to complete, but the start date, in many instances is known only by the fisherman. Alleviating this problem goes back to suggested solutions for obtaining information specific to the fisherman's activities.



Based on numerous comments there is a definite industry interest in electronic reporting. In addition to the obvious cost savings associated with electronic trip ticket reporting, this method would potentially allow for a more complete and timely submission of reports. There are currently several companies that offer software packages specifically for this purpose. However, individuals or businesses must first be “computer literate” and be utilizing computers in conducting business. Based on survey responses, 52% of wholesale dealers and 61% of charterboat operators do not use computers for documenting transactions associated with their business. It is important to note that the lack of specific detail in this particular survey question (Q.28) only allowed for the determination of whether or not they used a computer for business, but did not identify whether or not they actually owned a computer (if they answered “No” to the question). It should not be inferred that just because the individual does not use a computer for business that they do not have the technology available to take advantage of an electronic reporting system. If provided with the opportunity to report electronically over half (57% of wholesale dealers and 69% of charterboat operators) indicated they would utilize such a system. Based on the fact that many charterboat operations already use the internet for advertising, it seems that this group would make an easier transition to electronic reporting than would commercial wholesale dealers. Contacting the

Southwest Computer Bureau, a company which specializes in business software, is necessary to learn the specific details that will allow SCDNR to effectively evaluate this tool as a reporting option.

The primary action in implementing plans to improve coastal fisheries reporting is an aggressive outreach effort. Even though survey questions attempted to gain a better insight into each user groups' understanding of how the information they provide is used, it was insufficient in determining the true level of that understanding. There appears to be more of a misunderstanding which is supported by the industry opinion that the information they are "forced" to provide only hurts them in the long run and that fisheries managers have their own agenda's and don't use the data.



An effective means for improving performance results comes from providing information. Outreach should include both written documentation and person to person interaction. Summary reports will be done on a semi- annual basis and will be distributed to fishermen/anglers/dealers to demonstrate how the data they provide are used by MRD (e.g., species composition, length and age distribution, total landings by gear, and seasonality of catch). In addition, the continuation of effort associated with this benchmark survey can be documented in the summary report in the form of program responses to survey

comments (See additional comments). This report will be compiled by the Section's Database Manager and Section Chief. Licenses for both for-hire and wholesale dealers run from July 1 to June 30. Summary reports will be distributed in June to provide with license renewals and then again in late January as a mail out. Total cost for printing and distribution should cost less than \$2,500.00 per year.

The second outreach component involves the effective utilization of staff in communicating with wholesale dealers, commercial fishermen and charterboat operators. Since this component serves as the initial outreach phase, results will be more immediate and identifiable. The FSS currently maintains four port agents. Two agents are based in the Northern coastal region (Georgetown, Horry counties), one in Charleston, and another in the Southern coastal region (Beaufort, Colleton, Jasper counties). Position descriptions of these staff have been adjusted to reflect more time conducting industry outreach, but the addition of two additional agents is necessary to obtain the most complete coverage. Outreach efforts have already been relatively successful with wholesale operations that operate out of large facilities along the coast. However, the challenge has been with the smaller operations (in some cases a single person operating out of their home) which are more difficult to contact on a consistent basis. Furthermore, this situation also exists with the majority of charterboat operators in which person to person interaction is unrealistic. Section staff meetings on a monthly basis are now a part of the standard operating procedures in conducting industry outreach. These meetings occur shortly after the delinquent list has been generated so that port agents can focus outreach efforts on specific individuals or businesses before the affidavit list is created and turned over to the Law Enforcement Division.

Since data collection was limited by time constraints, and given the fact that reporting and monitoring is done on a monthly basis, evaluating the effectiveness of outreach will take several months. In measuring the effectiveness, results can be quantified in two ways. A reduction in the time it takes data entry personnel to enter trip tickets will be a direct reflection of the accuracy and completeness of the tickets that are submitted. In addition, a decrease in the number of individuals that appear on the monthly

delinquent list over a given time period will be a direct reflection of wholesale dealers' and charterboat operators' ability to comply with the reporting schedule. The ultimate goal is to have no affidavit list because there is overall compliance. As previously mentioned, the outreach involved in simply conducting this survey has been immediately beneficial especially in regards to monthly compliance. Since data collection began in September 2007, the number of individuals on the delinquent list has dropped from 183 in October to 111 in January 2008.

Mandatory reporting currently appears to be an effective means for collecting fisheries data given the extent over which these activities are occurring. There does appear to be a duplication of effort in several aspects of reporting by both sectors, and when combined with industry misinformation may be contributing factors in the quality of data that is reported. Recommendations for improvement include realistic goals divided into short, mid and long term. Short term goals involve the collection of additional data through this survey instrument as well as a more aggressive outreach effort. Mid- term goals would include the completion of the first semi-annual summary report for distribution by the start of the 2009 fiscal year to coincide with new license sales. Additionally, as trip tickets are reprinted, make necessary changes as suggested by the industry to streamline data documentation. Long term goals would be the development of a website and a pilot project to test the viability of electronic reporting as well as continuing to work with other agencies in consolidating these mechanisms for reporting. The refinement of this mechanism for fisheries data collection will produce a better product that can be used in making wise and balanced resource management decisions.

ADDITIONAL SURVEY COMMENTS

Make ticket books smaller like tide books. Not user friendly.
Better communication.
Add additional shark species to charter ticket.
I hate paperwork.
A lot of info given by charterboat captains is made up.
We get no feedback from what we report.
We are paying for this license so why the threatening letter.
I want to be able to fill out the report at my leisure.
I get phone calls. Why are two agencies asking for the same information?
Area doesn't seem to really apply especially when I do charters inshore.
On charter tickets put in the size of fish being caught.
Electronic reporting via internet.
Add more species.
More species on charter ticket. Sharks and snapper/grouper.
Reduce repetition on repeated forms. I.E. boat #'s, vessel name.
Reduce paperwork especially on shad tickets.
Need a multi-day for shad to decrease paperwork.
Multi-day shad tickets.
Multi-day channel net and shrimp trawl tickets.
Would really benefit from software as well as swipe able id card similar to Florida's model.
Get the tickets on software and out of handwritten books.
Electronic reporting.
Feel like state agencies are on their own agenda and are not really listening to us.
Electronic submittal software and multi-day shrimp log.
Too much repetition in header on ticket.
Multi-day shrimp tickets.
Too many different types of tickets. Need to consolidate.
On shrimp tickets, total tow time would be more accurate for that day.
Ex-vessel prices vary so much so why is this necessary.
I don't think I really need to be a wholesale dealer.
Did not know it was illegal to land a mako shark w/out HMS permit.
Add yellowfin grouper and almaco jack.
Be able to file electronically.
Print forms with name and identification already on them.
Taxes are enough. Don't have to fill out ticket books.

Appendix 1: Survey Instrument

Permit Holder Type: ☐ Charter Boat ☐ Wholesale Dealer

1. For approximately how many years have you been a licensed Charterboat or Wholesale Dealer in SC? # _____ years

2. How many months out of the year are you doing business? # _____ months

FOR CHARTER BOAT SKIP TO QUESTION 6

3. **(WHOLESALE DEALER)** What types of fisheries are you engaged in? Check all that apply

- ☐ Shrimp
- ☐ Crabs
- ☐ Inshore finfish (Shad etc.)
- ☐ Offshore finfish
- ☐ Shellfish
- ☐ Other _____

4. **(WHOLESALE DEALER)** Are you also a federally permitted dealer?

- ☐ Yes
- ☐ No (Go to Q6)

5. If you answered “yes” to question 4, what fisheries?

- ☐ Snapper/Grouper
- ☐ Wreckfish
- ☐ Shark
- ☐ Highly Migratory (Swordfish, Tuna etc.)

6. Do you use the ticket as a “pack out” invoice (Wholesale) or as personal trip log (Charter)?

- ☐ Yes
- ☐ No

7. (WHOLESALE DEALER) If you answered “no” to question 6, do you transfer the information from your pack out sheet to trip ticket?

☐ Yes

☐ No

8. Are you aware there is a legal statute (SC Code of Laws 50-5-380) that requires you to submit SCDNR reports for recording catch?

☐ Yes

☐ No

9. Have you ever been written a citation for non-compliance (i.e. delinquent or incomplete report)

☐ Yes

☐ No

☐ Not sure

10. In instances where your reports were delinquent, what was the most likely reason?

☐ Forgot

☐ Out of Town

☐ Someone else was actually supposed to submit for me

☐ Lost in mail

☐ Faxed, but office did not receive

☐ No business during the month

☐ Other _____

11. What source did you use for learning how to complete the trip ticket or logbook?

☐ Read instructions or user's manual

☐ Went to training workshop

☐ None (Self Explanatory)

☐ Questioned other permit holder

☐ Other _____

12. Do you agree or disagree that South Carolina's Trip Tickets are clear and easy to understand?

- ☐ Strongly agree
- ☐ Somewhat agree
- ☐ Neither agree nor disagree
- ☐ Somewhat disagree
- ☐ Strongly disagree

13. What items in the trip tickets do you find the most difficult to complete? Check all that apply

- ☐ Number of crew
- ☐ Trip start and end dates
- ☐ Gears used
- ☐ Effort (i.e. # pots, soak time, hours, days etc.)
- ☐ Area fished/Location
- ☐ Species
- ☐ Amount of catch
- ☐ Price of catch
- ☐ Catch unit (lbs. bushels, ea., dz.)
- ☐ Nothing
- ☐ Other _____

14. **(WHOLESALE DEALER)** Do you understand what the shaded areas on the ticket mean?
(There are no shaded areas on charter boat tickets)

- ☐ Yes
- ☐ No
- ☐ Not sure

15. Who generally fills out your trip ticket or logbook?

- ☐ Permit holder/ owner
- ☐ Employee
- ☐ Other _____

16. When is the trip ticket typically completed?

- ☐ Immediately after the trip
- ☐ Next Day
- ☐ End of the week
- ☐ End of the month
- ☐ Other _____

17. How much time would you say you spend on each trip ticket?

- ☐ Less than 15 minutes
- ☐ More than 15 minutes
- ☐ Not sure

18. How much time would you say you spend each month completing trip tickets?

- ☐ Less than 1 hour
- ☐ Between 1- 10 hours
- ☐ Between 10 – 20 hours
- ☐ More than 20 hours

FOR CHARTER BOAT SKIP TO QUESTION 24

19. **(WHOLESALE DEALER)** Are you aware you are only permitted to buy from an individual who holds a SC Commercial license?

- ☐ Yes
- ☐ No

20. **(WHOLESALE DEALER)** Before buying seafood product, do you ask the fishermen if they are commercially licensed?

- ☐ Always
- ☐ Sometimes
- ☐ Never

21. (WHOLESALE DEALER) How often does the fishermen supply the necessary effort information in order to complete the ticket?

- ☐ Always (Go to Question 24)
- ☐ Sometimes
- ☐ Never

22. (WHOLESALE DEALER) Who completes the portion of the ticket the fishermen is responsible for?

- ☐ Wholesale Dealer
- ☐ Office assistant
- ☐ No one, it's left blank
- ☐ Other _____

23. (WHOLESALE DEALER) Which of the following is the primary reason for not getting necessary information from the fishermen.

- ☐ Fishermen is uncooperative/ refuses information
- ☐ Fishermen are too busy
- ☐ No person to person interaction to ask for information
- ☐ Not my responsibility
- ☐ Other _____

24. If you had questions or needed clarification on completing a trip ticket how would you most likely go about finding out the answer?

- ☐ Call Statistics Office
- ☐ Ask another permit holder
- ☐ Search instructions or user's manual
- ☐ Ask Port Agent
- ☐ Other _____

25. How often do you come in contact with SCDNR personnel?

- ☐ Often (2-3 times per week)
- ☐ Sometimes (1-2 each month)

☐ Rarely (1-2 times per year)

26. How would you rate the Fisheries Statistics Section's efforts in providing you with information and or clarification on reporting requirements?

☐ Excellent

☐ Good

☐ Fair

☐ Poor

☐ Not sure

27. How do you send tickets to the statistics office?

☐ Picked up by port agent

☐ Faxed

☐ Mailed

☐ Other _____

28. Do you use a computer/software program for documenting business transactions?

☐ Yes

☐ No

29. If you were provided with software to be able to report electronically, would you use it?

☐ Yes

☐ No

☐ Not sure

30. Overall which of the following factors affect the completion of a trip ticket? Check all that apply

☐ Takes too long to complete

☐ Cannot get fishermen to provide necessary information

☐ Information may be used against me

☐ Information is not used by fisheries managers

☐ Already filling out federal reports (multiple reporting)

- ☐ Don't Know
- ☐ Other _____

31. What is your level of understanding for how the information you provide is used?

- ☐ Understand completely
- ☐ Somewhat understand
- ☐ Don't understand
- ☐ Don't care

32. In general, are you satisfied or dissatisfied with the way the fisheries in which you are engaged have been managed and or regulated?

- ☐ Very satisfied
- ☐ Somewhat Satisfied
- ☐ No opinion
- ☐ Somewhat dissatisfied
- ☐ Very dissatisfied

33. What improvements or additions would you like to see in the trip ticket forms?

- ☐ None

34. Have you ever requested a summary report of the data that you provided through either trip tickets or logbooks?

- ☐ Yes
- ☐ No

35. (CHARTERBOATS ONLY) Have you participated in the For Hire Telephone Survey conducted by the National Marine Fisheries Service (NMFS)?

- ☐ Yes
- ☐ No

Appendix 2: Pertinent South Carolina Legal Statutes

SC Code of Laws Section 50-5-380. (A) A person or entity licensed or permitted by the department engaged in the take, distribution, or propagation of any saltwater fishery product for a commercial or scientific purpose must keep accurate records and may be required to provide accurate information and reports to the department on forms and by methods required by the department for the administration and enforcement of saltwater fishery laws and for fisheries management purposes. The department has concurrent authority with the United States to collect or require the submission of pertinent data specified pursuant to the federal Fishery Conservation and Management Act of 1976, as amended. Any information which directly or indirectly discloses the identity of a licensee or permittee or income amounts or trade secrets or other specialized methodologies for growing or taking or marketing saltwater fisheries products is not public information. Information on fisheries furnished by any source which is required by a state or federal law to be kept confidential is not subject to disclosure except when required by order of a court of competent jurisdiction.

SC Code of Laws Section 50-5-1915. (A) Charter fishing vessels shall maintain a log of the number of persons carried each day, number of hours engaged in fishing, number of fish by species caught each day and other information considered necessary by the department. The logs must be submitted as prescribed or approved by the department. A person licensed to operate a charter fishing vessel who fails to maintain or submit a log as required is guilty of a misdemeanor and, upon conviction, must be fined not less than twenty-five dollars nor more than five hundred dollars, or imprisoned for not more than thirty days, and a subsequent charter fishing vessel license must not be issued until the requirements of this subsection are met.

Appendix 3: Definitions

ACCSP – Atlantic Coastal Cooperative Statistics Program. The ACCSP is a cooperative state-federal program to design, implement, and conduct marine fisheries statistics data collection programs and to integrate those data into a single data management system that will meet the needs of fishery managers, scientists, and fishermen.

Charterboat Operator – An individual licensed to take passengers for a fee for the purpose of recreational fishing. Also referred to as “for-hire”.

Effort – The amount of time and fishing power used to harvest fishery product.

Ex-vessel value – The price received by the captain for the catch.

Harvest - The total number or poundage of fishery product caught and kept from a given area over a given time period.

HMS – Highly Migratory Species including swordfish and tuna.

NMFS For-Hire Telephone Survey (FHTS) – a national coastwide telephone survey of licensed charter boat operators conducted on a weekly basis that is contracted through the National Marine Fisheries Service. The primary goal of this survey is to gather catch and effort data from licensed charterboat operators.

Trip Ticket – A two or three part form used by wholesale dealers and charterboat operators for recording catch and effort information. The trip ticket used by charterboats is actually referred to as a logbook. Each trip must be recorded and submitted to the Fisheries Statistics Section by the 10th of each month for activity occurring the month prior.

Wholesale Dealer - An individual or business licensed to purchase seafood product from a licensed commercial fishermen.

Appendix 4: Example of Delinquent Letter

18 December 2007

Dear License/Permit Holder:

As of this mailing, our records indicate that your November report for VESSEL PERMIT (MAX 6) # 08001, has not been received in our office. This report was due by December 10. The conditions of your license/permit require you to send harvest reports to the SCDNR Marine Resources Division even if you had no business or fishing for the month. You should have received forms and instructions from our office with the due date noted on the reports. If you have not received these forms, please call our office as soon as possible.

If you have sent your report, please confirm by calling our office at the number listed below. If you haven't sent your report, you must hand deliver or FAX the report to our office. If the report does not reach our office by 5:00 PM on December 23, 2007, your name will be turned over to the SCDNR Law Enforcement Division for citation. If this date falls on a weekend or legal holiday, your report must reach our office by 5:00 PM on the next business day.

Please be aware that under Chapter 5 of Title 50, South Carolina Code of Laws, convictions for failure to report can carry fines ranging from \$75 to \$1025 or 30 days in jail. Also, upon conviction, wholesale dealer licenses must be suspended until complete, accurate and up to date reports are submitted to the department, and charter vessel permits must be suspended for six months. Each month of delay in reporting constitutes a separate offense.

Remit delinquent reports to the:

SCDNR
Fisheries Statistics Section
217 Fort Johnson Road
Charleston, SC 29412

PHONE: (843) 953-9313

FAX: (843) 953-9362

Appendix 5: South Carolina Trip Tickets

SOUTH CAROLINA CHARTERBOAT LOGBOOK				Revised 0-5-98
Vessel: _____		Date: _____		Permit No.: _____
Number Anglers: _____	Hours Fished: _____	Location: _____	Access Point: Public: <input type="checkbox"/> Private: <input type="checkbox"/>	
Local: _____	Estuarine: <input type="checkbox"/>	0-3mi.: <input type="checkbox"/>	Offshore: <input type="checkbox"/>	Artificial Reef: _____
Method: _____	Troll: <input type="checkbox"/>	Bottom: <input type="checkbox"/>	Dive: <input type="checkbox"/>	Target Species: _____

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29

[illegible]

Signature _____

29

SC Department of Natural Resources, Fisheries Statistics Section, P.O. Box 12559, Charleston, SC 29422-2559 (843) 953-9313 FAX (843) 953-9352

SC Department of Natural Resources, Fisheries Statistics Section, P.O. Box 12559, Charleston, SC 29422-2559 (843) 953-9313 FAX (843) 953-9352

Trip Tickets for Shellfish Harvest

SCDNR/SCDREC SHELLSTOCK RECEIVING AND TRIP TICKET LOG - OYSTERS

DEALER NAME: OYSTERS & CLAMS UNLIMITED DEALER NUMBER: 570123456 ADDRESS: 1234 SHELL PT. RD., BEAUFORT SC COUNTY LANDED: Horry G TOWN: CHAS BEAU COLLECTOR: JASPER

8- 567567

DATE RECEIVED	HARVEST DATE OR SHUCK DATE	GEAR	HRS PICKED	SC AREA #	OUT OF STATE AREA	HARVESTER NAME OR ORIGINAL SHIPPER	HARVESTER ID	VESSEL NUMBER	NO OF CREW	GRADE	MEAS	VOL	PICKER	TRIP NO	DATE SOLD	QUANTITY SOLD	QUANTITY REMAINING	SOLD TO	INITIAL
12/11/03	12/11/03	HA RA PT	4	250	SC	Joe Baker	118201550	SC 248 BA	3	UN	20	13	1	12/12/03	5	15		Lowcountry Rest.	ng
12/11/03	12/11/03	HA RA PT	4	250	SC					UN	20	13	1	12/12/03	6	9		Clams, Etc.	ng
12/11/03	12/11/03	HA RA PT	4	250	SC					UN	20	13	1	12/13/03	5	4		Retail	ng
12/11/03	12/11/03	HA RA PT	4	250	SC					UN	20	13	1	12/13/03	4	0		Joe's Diner	ng
12/11/03	12/11/03	HA RA PT	3	250	SC	Jim Smith	015470641	SC 1535 CD	1	UN	21	13	1	12/12/03	10	21		Beaufort Fire Dept	ng
12/11/03	12/11/03	HA RA PT	3	250	SC					UN	21	13	1	12/12/03	10	11		Letgill	ng
12/11/03	12/11/03	HA RA PT	3	250	SC					UN	21	13	1	12/13/03	11	0		Ed's Sph. House	ng
12/11/03	12/11/03	HA RA PT	3	250	SC	Tim Fisher	118201550	SC 123 ED	1	UN	2	16	1	12/12/03	2	8		Retail	ng
12/11/03	12/11/03	HA RA PT	3	250	SC					UN	2	16	1	12/13/03	6	2		Eat More Restaurant	ng
12/11/03	12/11/03	HA RA PT	3	250	SC					UN	2	16	1	12/14/03	2	0		Retail	ng
12/11/03	12/11/03	HA RA PT	2	250	SC	Joe Baker	118201550	SC 248 BA	1	UN	10	13	1	12/15/03	10	0		Joe's Diner	ng
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC					UN	10	13	1	12/15/03	10	0			
12/11/03	12/11/03	HA RA PT	2	250	SC														

Trip Ticket for Inshore Finfish Harvest

SOUTH CAROLINA TRIP TICKET (INSHORE FINFISH)

4 -

DEALER NAME: <u>JUST FISH INC.</u>		DEALER NUMBER: <u>570234567</u>	
COUNTY LANDED (CIRCLE):	HORRY 15	GEORGETOWN 13	CHARLESTON 07
FISHERMAN NAME: <u>JIM SHADMAN</u>	FISHERMAN ID #: <u>113N355090</u>	NO. OF CREW: (INCLUDE CAPT) <u>1</u>	VESSEL NUMBER: <u>SC 5867AD</u>
VESSEL NAME: <u>N/A</u>	TRIP START DATE: <u>03/01/03</u>	UNLOADING DATE: <u>03/01/03</u>	TRIP NUMBER: <u>1</u>

CIRCLE GEAR USED AND FILL IN INFORMATION

610 HANDLINES	345 TRAPS	020 HAUL SEINE
# OF LINES	# TRAPS USED	LENGTH OF NET FEET
# OF HOOKS PER LINE	# HAULS	TOTAL SOAK TIME (HRS)
TOTAL HOURS FISHED	TOTAL SOAK TIME (HRS)	

425 SET SHAD NET	955 HAND	676 BOTTOM LONGLINE
485 DRIFT SHAD NET	780 GIG	683 FISH TROTLINE
470 SHARK GILL NET	735 CAST NET	680 CRAB TROTLINE
TOTAL LENGTH OF NET(S) <u>800</u> FEET	HOURS ACTIVELY FISHING	# OF SETS
TOTAL SOAK TIME (HRS) <u>24</u>		# OF HOOKS PER SET
		TOTAL SOAK TIME (HRS)
		LENGTH (MILES) - 676 GEAR ONLY

CIRCLE WATERBODY WHERE MOST OF CATCH WAS MADE

020 Ashley River	290 Folly River	470 Savannah River
241 Atlantic Ocean	300 ICWW - Prices Inlet - Sullivans	420 South Edisto
030 Broad River	310 Little River	430 St. Helena Sound
050 Bulls Bay	330 May River	490 Stono River
070 Calibogue Sound	370 Murrells Inlet	610 Waccamaw River
110 Charleston Harbor	130 North Edisto	530 Wando River
090 Combahee River	410 Port Royal Sound	550 Winyah Bay
100 Cooper River	450 Santee River	

CODE	KIND	VOLUME	UNITS (CIRCLE ONE)	UNIT PRICE	TOTAL PRICE	Dealer/Fisherman Use
7001	#1 Blue Crab		BU LBS DZ			
7002	#2 Blue Crab		BU LBS DZ			
7003	#3 Blue Crab		BU LBS DZ			
7004	MIXED #2 & #3		BU LBS DZ			
7000	Ungraded Blue Crab		BU LBS DZ			
7240	Horseshoe crabs		EA			
7750	Whelks		BU			
1970	Whiting		LBS			
4060	Spot		LBS			
2341	Mullet		LBS			
1209	Flounder		LBS			
3508	Sharks		LBS			
3471	Shad, Buck	<u>175</u>	(LBS) EA	<u>.40</u>	<u>70</u>	
3472	Shad, Roe	<u>1500</u>	(LBS) EA	<u>.90</u>	<u>1350</u>	
1730	Hickory Shad		LBS EA			
1689	Herring		LBS EA DZ BU			
0660	Catfish		LBS			
0630	Carp		LBS			
TOTAL					<u>1420.00</u>	

SC Department of Natural Resources, Fisheries Statistics Section, P.O. Box 12559, Charleston SC 29422-2559 (843) 953-9313 FAX (843) 953-9362

Trip Ticket for Offshore Finfish Harvest

SOUTH CAROLINA TRIP TICKET (OFFSHORE FINFISH)

5-

DEALER NAME: FISH R US		DEALER NUMBER: 570123456	
COUNTY: HORRY	GEORGETOWN: CHARLESTON 07	BEAUFORT: 03	COLLETON: 08
LANDED (CIRCLE): 15	JANSEFER: 17		
FISHERMAN NAME: JOHN NANNAFISH	FISHERMAN ID #: 11WFS500	NO. OF CREW: 4	VESSEL NUMBER: 676543
VESSEL NAME: NANNA FISH	TRIP START DATE: 07/01/03	UNLOADING DATE: 07/06/03	TRIP NUMBER: 1

CIRCLE ALL GEARS USED AND FILL IN INFORMATION

611 ROD & REEL	660 TROLL	075 SURFACE LONGLINE	345 TRAPS	943 DIVE
613 BANCIT REEL	665 MACKEREL TROLL	676 BOTTOM LONGLINE		
676 ELECTRAMATE				
# OF LINES: 4	# OF LINES: 1	# OF SETS USED: 1	# TRAPS USED: 1	# DIVERS: 1
# OF HOOKS PER LINE: 3	# OF HOOKS PER LINE: 1	# OF HOOKS PER SET: 1	# HAULS: 1	HOURS: 1
TOTAL HOURS FISHED: 52	TOTAL HOURS FISHED: 4	LENGTH (MILES): 1	TOTAL SOAK TIME (HRS): 1	

CIRCLE AREA WHERE MOST OF CATCH WAS MADE

3778 < 60 MILES OFF SHORE	3377 > 60 MILES OFF SHORE	3477 SOUTHPORT - MOREHEAD CITY	3279 CHARLESTON - CHAS. BUMP	3178 BLAKE PLATEAU
3779 DOWN TO CAPE	3378 PAN SHOALS	3478	3278	3179
3780	3379	3479	3279	3180

CODE	KIND	R	SIZE	DP	GEAR	LBS	BOAT PRICE	TOTAL	CODE	KIND	R	SIZE	DP	GEAR	LBS	BOAT PRICE	TOTAL
1423	Gag Grouper	U	GP	6/3	975	2.90	287.50		4321	Swordfish	100+	J	CP				
1424	Scamp	U	GP	6/3	295	2.90	855.50		4322		50-99	L	CP				
1416	Red Grouper	U	GP	6/3	26	2.35	61.00		4323		20-49	M	CP				
1412	Rock Hind (Strawberry)	U	GP	6/3	34	2.65	90.90		4327	Chunks	U	CP					
3777	B-lineer	S	GP	6/3	150	2.55	382.50		4555	Yellowfin Tuna	U	HG	660	42	2.90	121.80	
3776	1-2	M	GP	6/3	321	2.65	850.50		4658	Blackfin Tuna	U	HG					
3775	2-4+	L	GP	6/3	40	2.80	112.00		4656	Tuna, unclassified	U	HG					
3300	Red Porgy (Pinkie)	U	GP	6/3	20	2.90	110.20		3605	Mako Shark	U	HG					
3764	Red Snapper	U	GP	6/3	20	2.90	110.20		3496	Blacktip Shark	U	HG					
3763	Mutton Snapper	U	GP	6/3	20	2.90	110.20		3513	Sandbar Shark	U	HG					
	Other Snapper	U	GP	6/3	20	2.90	110.20		3508	Shark, unclassified	U	HG					
1790	Flounder	U	GP	6/3	7	2.55	17.85		3475	Shark fins	U	FN					
3355	Black Seabass	S	RP						3503	Spry Dogfish	U	RP					
3353		M	RP						5131	Wreckfish	U	GP					
3351		L	RP						0183	Barnfish	U	GP					
3308	Knobbed Porgy (Lot)	U	RP	6/3	53	2.70	34.00										
1441	White Grouper	U	RP	6/3	53	2.70	34.00										
4550	Triggerfish	U	RP	6/3	27	.65	17.55										
5260	Mixed Fish	U	RP	6/3	27	.65	17.55										
0030	Amberjack	U	GP	6/3	72	.75	54.00										
1817	Banded Rudderfish	U	GP	6/3	72	.75	54.00										
0570	Cobia	U	GP	6/3	72	.75	54.00										
1050	Dolphin	U	GP	6/3	72	.75	54.00										
4710	Wahoo	U	GP	6/3	72	.75	54.00										
1940	King Mackerel	U	GP	6/3	72	.75	54.00										
1807	African Pompano	U	GP	6/3	72	.75	54.00										
1414	Snowy Grouper	S	GP	6/3	72	.75	54.00										
1414		M	GP	6/3	72	.75	54.00										
1414		L	GP	6/3	72	.75	54.00										
1415	Yellowedge Grouper	U	GP	6/3	72	.75	54.00										
4474	Grey Tiesfish	U	GP	6/3	72	.75	54.00										
4473	Golden Tiesfish	S	GP	6/3	72	.75	54.00										
4475		M	GP	6/3	72	.75	54.00										
4471		L	GP	6/3	72	.75	54.00										
2420	Roselish	U	RP	6/3	72	.75	54.00										
1142	Eel	U	RP	6/3	72	.75	54.00										
1550	Hake	U	RP	6/3	72	.75	54.00										

grocery advance - 300
But flats - 60
TOTAL 384.55

SC Department of Natural Resources Fisheries Statistics P.O. Box 12504 Charleston SC 29422-5040 FAX (803) 762-6665

Trip Ticket for Shrimp Harvest

SOUTH CAROLINA TRIP TICKET (TRAWL/CHANNEL NET)

1 -

DEALER NAME: <u>SHRIMP INC.</u>		DEALER NUMBER: <u>57023456</u>	
COUNTY LANDED (CIRCLE):	HORRY 15	GEORGETOWN 13	CHARLESTON 07
FISHERMAN NAME: <u>JOE NET JR.</u>	FISHERMAN ID #: <u>11NTJ55090</u>	NO. OF CREW: (INCLUDE CAPT) <u>3</u>	VESSEL NUMBER: <u>670123</u>
VESSEL NAME: <u>NET BOY</u>	TRIP START DATE: <u>07/15/03</u>	UNLOADING DATE: <u>07/17/03</u>	TRIP NUMBER: <u>1</u>

CIRCLE GEAR USED AND FILL IN INFORMATION	# OF NETS	HEAD ROPE LENGTH (FEET)	TOTAL TOW TIME (HRS.)	NO. OF TOWS	COUNT (Write In)	CIRCLE HEADS ON OR HEADS OFF BELOW	POUNDS	BOAT PRICE	TOTAL
215 SHRIMP TRAWL	4	200	20	11	232.24	Heads On 0 Heads Off 1	100	4.70	470.00
205 WHELK TRAWL					371	Heads On 0 Heads Off 1	950	1.05	997.50
205 CRAB TRAWL						Heads On 0 Heads Off 1			
205 HORSESHOE TRAWL						Heads On 0 Heads Off 1			
180 CHANNEL NET						Heads On 0 Heads Off 1			

CIRCLE IF CATCH WAS MADE OFF STATE OTHER THAN SOUTH CAROLINA

73	NORTH CAROLINA	13	GEORGIA	53	FLORIDA
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CIRCLE WATERBODY WHERE MOST OF CATCH WAS MADE

		CIRCLE ONE
70701	GARDEN CITY - NC BORDER	1 2 3 0-3 mi. 3-12 mi. >12 mi.
70601	CAPE ROMAIN - GARDEN CITY	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71311	DEWEES INLET - CAPE ROMAIN	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71321	NORTH JETTY - DEWEES INLET	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71331	STONO INLET - NORTH JETTY	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71211	NORTH EDISTO - STONO INLET	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71221	SOUTH EDISTO - NORTH EDISTO	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71231	BAY POINT - SOUTH EDISTO	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71241	BRADDOCK POINT - BAY POINT	1 2 3 0-3 mi. 3-12 mi. >12 mi.
71251	GA BORDER - BRADDOCK POINT	1 2 3 0-3 mi. 3-12 mi. >12 mi.
706400	WINYAH BAY	
706500	NORTH SANTEE BAY	
706600	BULLS BAY	
713200	CHARLESTON HARBOR	
712400	PORT ROYAL SOUND	
712500	CALIBOGUE SOUND	

OTHER CATCH

CODE	SPECIES	POUNDS	BOAT PRICE	TOTAL
7001	Blue Crabs, #1			
7000	Blue Crabs, mixed			
1211	Flounder	4	1.25	500
0925	Croaker			
1970	Whiting	10	.40	4-
3508	Sharks			
4060	Spot			
8030	Squid			
3840	Spanish Mackerel			
5260	Mixed Fish			
7240	Horseshoe Crabs	Number		
7750	Whelks	Bu.		
8145	Jellyfish			

ROCK SHRIMP				
Heads On 0	Heads Off 1			
Heads On 0	Heads Off 1			
FUEL		625 gal. @ \$ 1.03		643.75
OIL				
ICE				
OTHER				
TOTAL				832.75
Dealer/Fisherman Use				

SC Department of Natural Resources, Fisheries Statistics Section, P.O. Box 12559, Charleston, SC 29422-2559 (843) 953-9313 FAX (843) 953-9362